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SIR Ernest Shackleton, writing to the agent entrusted with the purchasing of the stores for the forthcoming Imperial Trans-Antarctic Expedition, uses these words: "The question of the concentrated beef supply is most important—it must be Bovril."

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AGENTS:—
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TELEPHONE 66.

Hongkong, 8th June, 1914. [495]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 220 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 9th June, 1914. [805]

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PEKING.

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Hongkong, 24th April, 1914. [614]

PEAK TRAMWAY COMPANY.
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 2.45 " " 15 " "
2.45 " " 3.10 " " 10 " "

NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
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Every Quarter-Hour.

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10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 28th May, 1914. [602]

WEISMANN'S
FOR QUANTITY.
WEISMANN'S
FOR PURITY.
WEISMANN'S
FOR QUALITY.

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE
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Dining, and First and Second Class Sleeping Cars, is operated between Dairen and
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with Wireless Telegraph) as follows:—

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|--------------|-------|------------|---------------|--------------|-------|------------|---------------|
| Station | Train | Time | Days | Station | Train | Time | Days |
| Shanghai | 1.10 | 11.40 a.m. | Mon, Wed, Fri | Dairen | 1.10 | 11.40 a.m. | Mon, Wed, Fri |
| Shanghai | 1.10 | 11.40 a.m. | Tue, Thu, Sat | Dairen | 1.10 | 11.40 a.m. | Tue, Thu, Sat |
| Shanghai | 1.10 | 11.40 a.m. | Sun | Dairen | 1.10 | 11.40 a.m. | Sun |

* Russian Train Time is 25 minutes later than the S.M.R. Time.

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[651]

OREGON PINE.

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Hongkong, 27th June, 1914. [725]

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Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkin's.

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[822]

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| 3 Dry Docks | No. 1 ... 510 ft. | 77 ft. | 26 ft. |
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[805]

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Teak and Hardwood supplied Machine Sawn to any Dimensions.

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Hongkong, 2nd May, 1914. [652]

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Hongkong, 3rd July, 1914. [724]

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Hongkong, 18th February, 1914.

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FIRST-CLASS RESIDENTIAL and
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Fifteen Minutes from Principal Landing
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GUIDES AND CHAUFFERS PROVIDED.

Every Information and Special Attention
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WINE & SPIRIT MERCHANTS.

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VERY OLD LIQUEUR
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Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation for over 30 years as THE LEADING SCOTCH WHISKY IN THE EAST.

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ONLY communications relating to the news column should be addressed to the Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PARS. Codes: A.B.C. 5th Ed. Lieber. P.O. Box 31. Telephone No. 18.

DEATH.

HUME.—On July 8th, SARAH EDITH, wife of T. J. HUME, of Singapore.

HONGKONG OFFICE: 10A, DES VEXES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 17TH, 1914.

The Chinese merchant has long enjoyed a reputation for business honesty in his relations with the foreign merchant, so much so indeed that it may be said that even in circles in Europe where little else may be known of the Chinese, it has become a known and accepted article of faith that the Chinaman's word is as good as his bond. To borrow the words of a well-known writer, "Without generalising to a degree which might be precarious, it is safe to say that there must be a good basis for testimonies of this sort." Many years ago the late Sir Ewen CAMERON, of the Hongkong and Shanghai Bank, on the occasion of his departure from Shanghai, gave the Chinese merchant class a testimonial which is enshrined in the pages of more than one popular book on China, and has probably done more than anything else to spread the faith in Chinese business honesty. "I have referred," he said, "to the high commercial standing of the foreign community. The Chinese are in no way behind us in that respect; in fact I know of no people in the world I would sooner trust than the Chinese merchant and banker. Of course, there are exceptions to every rule, but to show that I have good reason for making such a strong

statement, I may mention that for the last twenty-five years the Bank has been doing a very large business with Chinese in Shanghai, and we have never yet met with a defaulting Chinaman." At the time when that testimonial was given, the foreign merchant could, with good reason, be equally generous in his praise of the honesty of the Chinese merchants. But times have changed since then. The Bank can no longer claim that it has never had a defaulting Chinaman, while the foreign merchant is finding the new generation of Chinese merchants vastly different from the old in respect of business honesty. We are led to these reflections by the announcement that a meeting of the metal importers of Hongkong is convened for Wednesday next to approve and adopt, if thought desirable, a form of contract, and also to consider whether or not an Association of Metal Importers shall be formed. Metals, we need scarcely say, form an important branch of the Colony's trade, and represent a very large turnover each year. In former years no class of merchants in Hongkong had a better reputation for business honesty than the metal merchants. But in recent years, and especially since the Revolution, that reputation has suffered to such an extent as to need the regulation of the trade by such means as the meeting to which we have referred has been convened to consider. As the old men, whose word was as good as their bond, pass off the stage their places are taken by younger men who are found in too many cases to have conceptions of commercial morality which are fast undermining the fair fame and enviable repute of the Chinese merchant class. They show little hesitation about evading contracts if the market rates are not in their favour when the goods arrive. A little rust on a cargo of iron is frequently an excuse for making a demand for compensation to an extent which not only robs the foreign merchant of his profit but multiplies him in considerable loss into the bargain. Formerly such claims were unknown, except, of course, in cases where the cargo was seriously damaged by water in transit, and then an amicable settlement was always possible; but nowadays excessive claims for the most trivial rust—which is practically unavoidable in transit through the tropics—are common enough, and the new generation of Chinese merchants will have nothing to do with commercial arbitrations which do not ensure full satisfaction of their claims. The time has, therefore, come when the trade must be put on a new footing. It is in the interests alike of Chinese metal importers of good standing and of the foreign merchants engaged in the metal trade that the steps outlined in the notice calling next Wednesday's meeting should be adopted. The reputation for business honesty which the Chinese merchant has so long enjoyed is a national asset of the greatest value which it is worth a great deal of effort to preserve.

Sir Havilland de Sausmarez goes to Canton to-day, where he is to try a case.

The appeal in connection with a Chinese succession claim will be commenced at the Supreme Court on Monday.

The output from the Tronoh Mines, Ltd., for June is as follows:—From mine 2,397 piculs, from tributaries 129 piculs, total 2,526 piculs.

According to Straits papers, Mr. Frank Hayter, advance agent for the Bandmann Opera Company, who arrived in Singapore from Hongkong on the P. & O. str. *Himalaya*, is suffering from a sharp attack of malaria fever.

Three Chinese went into a shop at No. 7, D'Almeida Street, and examined several rolls of silk, but went out without making a purchase. The shopkeeper discovered soon afterwards that one of them had managed to "steal, take, and carry away" a roll of silk worth \$20.

The marriage arranged between Captain John Cecil Hamilton Holliday, 122nd Rajputana Infantry, only son of Mr. and Mrs. Cecil Holliday, of Shanghai, and Eileen Mabel, eldest daughter of Mr. and Mrs. Percy Alexander Howden, of Lansdowne-road, Tunbridge Wells, will take place quietly on August 22nd at St. James's Church, Tunbridge Wells.

It is announced in London papers that a marriage has been arranged and will take place in October at Shanghai between Commander Henry C. R. Boucher, Royal Navy, son of the late Mr. Thomas Boucher and Mrs. Boucher of Hemingstone, Walton-by-Cleveland, Somerset, and Patricia, daughter of the late Herbert Keith and Mrs. Keith, of 5k, Hyde Park-mansions, W.

Captain E. H. Rymer has been appointed to succeed Capt. Streatfield in command of H.M.S. *Triumph*.

We are informed that the cook who was fined for drunkenness at the Magistracy on Wednesday did not belong to the Hazara Mountain Battery, as reported.

The Directors of the Shanghai Dock and Engineering Co., Ltd., will recommend at their forthcoming annual meeting the payment of a dividend of Tls. 5 per share.

Sir William Hyndman Jones, Chief Justice of the Straits Settlements, has accepted his resignation as from July 3rd. His retirement is described by the *Straits Times* as a great loss to the Colony. The Hon. Mr. J. A. S. Bucknill, K.C., Attorney-General of Hongkong, is at present the Acting Chief Justice of the Straits Settlements.

Two Chinese porcelain vases realised £3,680 at Christie's on 17th ult. They came from different anonymous properties, and were both beakers of the Kang-He period, beautifully enamelled. The largest stood 27in. high, and fetched £2,040; the other 18in. high, and fetched £1,640. The day was one of high bidding, two Chinese famille-rose cisterns of the Kien-Lung period realising £1,522 10s.

Among those present at the China Society's dinner at the Trocadero Restaurant, London, last month were Mrs. N. J. Stabb, Sir Robert Bredon, Mr. and Mrs. R. H. Hill, Mr. and Mrs. Byron Brennan, Dr. and Mrs. L. Giles, Sir Walter and Lady Hillier, Miss Hillier, Mr. and Mrs. Gerald Hillier, Mr. and Mrs. A. E. Hippisley, Mr. H. E. Hobson, Mr. H. E. R. Hunter, Mr. George Jameson, Mr. and Mrs. H. D. C. Jones, Mr. and Mrs. H. H. Joseph, Mr. Walter E. King, Mr. W. Thurlow Lay, Mr. and Mrs. C. W. May, Mr. J. H. Perry, Mr. G. M. H. Playfair, Mr. and Mrs. E. A. Probst, Mr. Oliver G. Ready, Mr. and Mrs. W. Bruce Robertson, Mrs. Tomes, Mr. and Mrs. A. M. Townsend, Mr. and Mrs. E. T. C. Wheeler, Mr. and Mrs. G. Wingrove, Mr. A. G. Wood, Mr. and Mrs. R. T. Wright.

SHAMEEN MILITARY MURDER
RECALLED.

IBRAHIM EXPIATES HIS CRIME.

The Afghan Sepoy, Ibrahim, who was sentenced to death at the Criminal Sessions in December, 1912, for the murder of Subadar Ali Shafa, at Shameen, Canton, was executed at Victoria Gaol at dawn yesterday.

The Subadar was murdered on the night of the 4th September, 1912. The jury disagreed at the first trial, but Ibrahim was found guilty by the second jury.

A period of over a year and nine months transpired between the commission of the crime and its expiation on the scaffold.

An inquest was held on the body at the gaol yesterday afternoon by the Coroner (Mr. J. R. Wood), and a jury composed of Messrs. S. H. Dutton, Karl Wehle, and Gerrit Verney.

Chief Warder E. J. Pierrepont stated that the deceased was received into the prison on the 16th December, 1912, under sentence of death, which sentence was duly carried out at 5 o'clock that morning. Those present at the execution were Mr. Franks (Assistant Superintendent of the gaol), Dr. Moore, himself, and the usual escort of officers.

Dr. Moore (Medical Officer to the gaol) stated that death was instantaneous.

The jury returned a verdict in accordance with the medical evidence, and added that the deceased was executed in the due course of the law.

It will be remembered that Mr. F. C. Jenkin (instructed by Mr. R. A. Harding) applied for leave to appeal in *forma pauperis* to H.M.'s Privy Council, on two grounds—first, that the jurisdiction of the Court was not established, and secondly, that there was a grave miscarriage of justice by reason of the misrepresentation of evidence. Leave to appeal was granted in May of last year, and the appeal was dismissed in the middle of March this year, the judges remarking that a clearer case could hardly have been made out.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General, Hongkong, from the Manila Observatory at 4 p.m. yesterday:—

Cyclone or typhoon E. of northern Luzon, more than 300 miles distant, moving W.

The Report of the General Committee of the Hongkong General Chamber of Commerce for the year ended 31st December, 1913, is now issued in the usual book form, and we are indebted to the Secretary for a copy of the volume.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE IRISH SITUATION.

URGENCY OF AMENDING BILL.

LONDON, July 16th.

In the House of Commons, Mr. Asquith announced that the Government were anxious that the Amending Bill should be considered at the earliest practicable moment. He would provisionally fix Monday for the debate.

Mr. Bonar Law emphasised that it would be a real misfortune if there was any delay.

Last night Sir Edward Carson conferred with the Unionist leaders.

The sudden recall of Sir Edward Carson to London, and the visit of the Secretary for Ireland (Mr. A. Birrell) to Dublin are regarded as significant.

The Irish outlook to-day is supposed to be more hopeful.

LATER.

The *Daily Chronicle* says that hopes of a settlement of the question by consent are fading. Sir Edward Carson has returned to Belfast more determined than ever for a "clean cut," while the Government are firmly wedged to the idea of exclusion by county option.

There have been rumours that a minority of the Cabinet Ministers are willing to accept a "clean cut," hence the deputation of Liberals, who asked the Chief Government Whip to convey to Mr. Asquith their strong objection to further concessions.

MR. AUSTEN CHAMBERLAIN'S
WELCOME.

LONDON, July 16th.

Mr. Austen Chamberlain, who was returned unopposed for his late father's constituency at West Birmingham, took his seat in the House of Commons to-day amid general cheers.

PARLOUR CONDITION OF ALBANIA.

LONDON, July 16th.

Rumours that the Triple Alliance were preparing a Military Expedition to Albania to protect the interests threatened in the Adriatic prove baseless.

The Italian Government declares that the mobilisation of troops was only done in a view of interior difficulties. However, the agitation of Italy against the Greeks in South Albania increases.

It is considered in London that the Albanian outlook is most pessimistic.

SUFFRAGETTES USE DOG-WHIPS.

DISGRACEFUL ASSAULT ON SECRETARY FOR SCOTLAND.

LONDON, July 16th.

Two Suffragettes attacked the Secretary for Scotland (Mr. McKinnon Wood) with dog-whips as he was leaving his residence. The women were arrested.

THE BISLEY MEETING.

LONDON, July 16th.

In the contest for the Humphrey Cup, Oxford University beat Cambridge University, the scores being:—Oxford, 906; Cambridge, 822.

SCULLING.

LONDON, July 16th.

Tann won the race for the Wingfield Sculls, easily beating Wise, last year's winner, in 24min. 30secs.

RUSSIAN FAKIR DEAD.

LONDON, July 16th.

The Russian fakir Rasputin, who was stabbed in the abdomen by a woman, has died.

HOME RACING.

PROBABLES FOR THE ECLIPSE STAKES.

LONDON, July 16th.

The following are the probable starters and their jockeys for the Eclipse Stakes, which is being run at Sandown Park to-day:—Cantilever (Walter Griggs); Louvois (Saxby); Jameson (Spear); White Magic (G. McCall); Anmer (Jones); Halos (Wing); Kennymore (Clark); Hapsburg (Foy); By George (Piper); Honeywood (Donoghue); Carrick Fergus (Wheatley); Evans Dale (W. Huxley). Quixus and Lord Godolphin have not at present been provided with riders.

ENGLISH CRICKET.

LONDON, July 16th.

The Gentlemen beat the Players at Lords by 134 runs. Sussex beat Gloucestershire at Hastings by 364 runs.

[THROUGH REUTER'S AGENCY.]

PRESIDENT HUERTA LEAVES
MEXICO.

A SPEEDY RESIGNATION CEREMONY.

MEXICO CITY, July 16th.

President Huerta's family, relatives, and friends have left for Vera Cruz. They are escorted by military trains. It is believed that President Huerta, and others will leave the capital to-day. President Huerta boarded a German cruiser at Vera Cruz. His family are on an English man-of-war.

It is officially announced that President Huerta will resign to-day. He will be succeeded by Senor Carbajal. All the Cabinet Ministers under the Huerta regime have resigned.

LATER.

President Huerta's retirement was of a speedy and quiet nature.

Congress accepted the resignation by 121 votes to 17, and Senor Carbajal then took the oath and proceeded to the Palace, where he received an ovation.

The ex-President read a farewell message to Congress and then entrusted for Puerto Mexico, to which place H.M.S. *Bristol* and the German cruiser *Dresden* sailed hastily from Vera Cruz.

A special committee has left for Celaya to arrange for the Constitutionals peaceful entry into the capital.

WASHINGTON, July 16th.

The resignation is the first practical step to a quick solution of the trouble in Mexico, and may pave the way for the entry of General Carranza.

ESPIONAGE IN GERMANY.

RUSSIAN MILITARY ATTACHE AT BERLIN IMPLICATED.

BERLIN, July 16th.

The connection of the Russian Military Attaché Basaroff with the espionage in Germany on behalf of Russia, for which a German Sergeant named Pohl has just been sentenced to 15 years' imprisonment, is accepted unhesitatingly in Berlin.

[A telegram received yesterday stated that the Military Attaché had quitted Berlin, but that the report of his connection with the espionage was not confirmed.]

FOREST FIRES IN RUSSIA.

RAIN NECESSARY TO PREVENT "A NATIONAL CALAMITY."

ST. PETERSBURG, July 16th.

The forest and moor fires in Russia are spreading, and only rain can prevent a national calamity. Troops are fighting the conflagration.

Twenty-five houses were burned and four persons perished in a fire in the workmen's quarters of St. Petersburg last night. The fire is still raging.

CHINESE IN BATAVIA.

APPEAL FOR PROTECTION.

BATAVIA, July 16th.

The Chinese have appealed to Peking by telegraph asking that effectual measures be taken to prevent the shooting of gamblers, and the invasion of the colony by the Dutch police.

RELATIONS BETWEEN AUSTRIA
AND SERBIA.

BUDA PESTH, July 16th.

In the Chamber of Deputies, Count Tisza, the Prime Minister, in an interpellation regarding the Serbian connection with the crime at Sarajevo, said that the Austro-Serbian relations must be cleared up. "As the question was still pending, he could not state the method to be employed. The Government were conscious that their interests were bound up with the maintenance of peace, but the State which did not regard war as the *ultima ratio* could not consider itself a State (Cheers)."

THE PLURAL VOTING BILL.

AGAIN REJECTED BY THE HOUSE OF LORDS.

BERLIN, July 16th.

The House of Lords rejected the Plural Voting Bill for the second time under the Parliament Act, the voting being:—For the Bill 49. Against 119.

PRESIDENT POINCARÉ'S VISIT TO
RUSSIA.

PARIS, July 16th.

President Poincaré has left for Russia.

["DER OSTASIATISCHER LLOYD"]
SERVICE.]

CHINA SERVICE.

THE NEUMANN MURDER AT
SHANGHAI.

SHANGHAI, July 15th.

The Mixed Court at Shanghai has transferred the trial of the four Chinese, charged with the murder of Mrs. Neumann, to the Court at the Chinese City, for reasons of competency. The accused are unable to prove their *alibis* during the night of the murder. Nevertheless, they deny their guilt, although they have become entangled in contradictions.

A representative of the German Consulate General will be present at the trial in the Chinese City.

OFFICIAL APPOINTMENTS.

PEKING, July 16th.

The following new Civil Governors have been appointed:—

| | |
|---------------|----------------|
| Hunan | Lin Hsin Yuan. |
| Anhui | Han Kuó Chun. |
| Kiangsu | Chi Yao Lin. |
| Kirin | Meng Hsien Yi. |

It is rumoured that Liang Hsi Yi has intervened as regards the retirement of Hsiung Hsi Ling, who therefore remains at present in office.

FEAR OF THE SUFFRAGETTE
IN CHINA.

PEKING, July 16th.

The Minister of the Interior has advised the Civil Governors and Tao Yins to suppress all endeavours by Suffragettes immediately there are any indications.

EUROPEAN SERVICE.

THE ALBANIAN QUESTION.

LONDON, July 15th.

There is much pessimism here regarding the Albanian question. The Powers are not likely to accede to the Prince's request for military assistance. The *Times* points out that Italy is mobilizing 50,000 men, and that Austria has begun negotiations with the view of obtaining a strategic position at Valona.

BERLIN, July 15th.

It is not thought possible to hold Valona, unless reinforcements arrive as the Epirotes and Greeks are advancing. The population is fleeing. The number of Austrian and Italian men-of-war at Valona is insufficient for the protection of the interests of the Triple Alliance, now threatened in the Adriatic. The military expedition to Albania, as announced by the *Avanti*, will not take place, and the Italian Government declares that the levy of reservists was a measure produced by the domestic situation. The resentment is growing in Italy against the Greek doings in South Albania.

KAISER AND THE LATE GERMAN
MINISTER TO PEKING.

BERLIN, July 15th.

H.M. the Kaiser has expressed his heartfelt sympathy to the brother and wife of the late Herr v. Haxthausen, referring to him as "my deserving, promising Minister."

H.E. the German Imperial Chancellor has also eulogized "the faithful and valued services of this upright man."

THE FLIGHT OF HUERTA.

BERLIN, July 15th.

Huerta has arrived at Vera Cruz, and went aboard a German man-of-war, while his family found refuge aboard a British warship.

DEATH OF A RUSSIAN FAKIR.

BERLIN, July 15th.

Rasputin, the Russian fakir, has died of the wounds inflicted by a woman who announced her intention to kill the "false prophet."

A CARTOONIST'S FLIGHT FROM
PUNISHMENT.

BERLIN, July 15th.

The cartoonist Hansi has allowed his bail, which was collected by middle-class people, to become estreated. He did not enter on his term of punishment.

TELEGRAMS.

[THE OCEANIC LLOYD SERVICE]

THE FRENCH MILITARY SENSATION.

Berlin, July 16th.

The French Press is very excited over the report made by M. Humbert to the Senate on the 13th instant, in which it was alleged that the French Field Artillery was inferior to the German. He also criticised the shortness in the number of officers. The material of the French fortress artillery, he said, was obsolete as compared with the first-class German material, and the superiority of the German howitzers and field-guns was well known. There was also a deficiency in ammunition, boots, pontoon-bridges, and the line of forts between Toul and Verdun was insufficient.

The French Minister of War, M. Messimy, admitted in part the correctness of the report, but endeavoured at yesterday's meeting of the French Senate to refute the disclosures of M. Humbert, who, however, maintained them. The Senate has asked the Committee on Army Affairs for an investigation of the state of the war materials. The Press of Paris is disquieted by the proven inferiority of these materials.

GREECE AND THE EPIROTES.

Berlin, July 16th.

The Italian Press continues to attack Greece on account of the latter's favouring the Epirotes in their attempt to seize South Albania, and urgently demands that the Triple Alliance and Great Britain should intervene at Athens in the case of the taking of Valona by the Epirotes.

"THE BETTER MAN"

INDIAN CONSTABLE AND A RICSHA COOLIE.

At the Magistracy yesterday a richsha coolie was charged with obstruction and with assaulting an Indian police constable.

The defendant alleged that the constable started the row by kicking him. The Indian constable seemed to have a very hazy idea of what actually did happen to him. He said that the coolie caused an obstruction, and he ordered him to move off. The coolie refused, and attacked him, "seizing him by the sleeve." He had to arrest him because of his violence.

Inspector Gordon—Did he not come up to you and strike you a violent blow? The Magistrate (Mr. C. D. Melbourne)—You hadn't better ask him that. He is sure to say it.

Inspector Gordon—From what I can gather the coolie caught hold of the constable by the throat, and held him up against a gharry. He was apparently the better man.

A soldier in the R.G.A., who was on duty as a Military policeman, gave evidence to this effect. He did not see what happened first, and did not know if the coolie was kicked.

Asked if he had any witnesses, the defendant replied in the affirmative.

The first man he called was of more service to the prosecution than to himself, and the coolie was so disgusted with this witness that he would not call any more.

His Worship told the coolie that if a policeman kicked him he should complain to the Inspector of Police.

The defendant then informed the Magistrate that "the Indians are all the same in their treatment of the coolies."

He was ordered to pay a fine of \$5 for assault, or seven days imprisonment, and was cautioned on the charge of obstruction.

THE FLOOD RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following further donations to the Flood Relief Fund:—

| | |
|--|--------------|
| Already acknowledged | \$101,071.07 |
| By Cable, Kwong Tung Society at Hanoi, Tonkin | 2,504.33 |
| Rattan Guild, Kwong Wo Tong | 300 |
| Pork Dealers of Sheungwan Market | 80 |
| Wui On Company | 30 |
| Ngan Mui Ku | 20 |
| Chan Sz Ku | 20 |
| Yau Ming Shi | 15 |
| Kan Chi Ku | 10 |
| Mr. Lau Yau Shan | 5 |
| Mr. Lui Chin Ping | 5 |
| Mr. Ho Tim | 5 |
| Collected by steamer Tai Shan, 18 instalments amounting to | 1,368.19 |
| Collected by steamer Kin Shan, 5 instalments amounting to | 120.92 |
| Collected by steamer Fat Shan, 2 instalments amounting to | 45.98 |
| | \$105,601.09 |

SUPREME COURT.

Thursday, July 16th.

COURT OF APPEAL.

BEFORE SIR HAVILLAND DE SAUSMAREZ, PRESIDENT; THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ, AND THE PUINSE JUDGE, MR. F. A. HAZELAND.

SEQUEL TO CLAIM OF \$85,000.

The action was resumed of the Great Western Smelting and Refining Co. v. Francisco Pereira Marques. Mr. H. E. Pollock, K.C., along with Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada), Counsel for the defendant in the previous action, applied for an order that judgment might be entered for the said defendant, and that the costs of the appeal and of the hearing in the Court below before his Lordship the Chief Justice (Sir William Rees Davies, K.C.) might be paid by the above-named plaintiffs.

Judgment was given for \$85,000. The application was opposed by Mr. Sharp, K.C., and Mr. Eldon Potter (instructed by Mr. Beavis, of Messrs. Wilkinson & Grist).

Mr. Sharp, continuing his address on the point relating to the items of \$50,000 and \$38,000, said that in addition to the argument which he had already used, he submitted that the guarantee manifestly spoke, and was intended by the parties to speak, from the date of the agreement. In Clause 11 of the principal agreement, which was the guarantee clause, their Lordships would find there provided that the firm (Arndt & Co.) undertook to obtain in a certain time a guarantee to the satisfaction of the respondent Company for the return of the \$200,000 advance; the whole amount. And a further recital in the agreement said that Marques had agreed to become such guarantor. As a matter of fact, if they looked at the actual position at the date of the guarantee, they found that the whole amount was not outstanding at the date of the guarantee, but it was outstanding at the time of the making of the agreement. Meanwhile, there had been two or three shipments and also the repayment of the \$50,000. Marques said he was prepared to become surety for the repayment of the whole amount, and it was clear that Marques undertook to guarantee to the full extent of the advance made by the Company. It was also clearly the intention of the parties, clearly shown in the documents—and no other construction could be placed upon them—that the guarantee was intended to extend to the whole amount. If, he added, they had not expected the assistance of the recital in the guarantee they would not have gone on with it. The whole amount remained outstanding for a considerable time after the making of the agreement. It was Counsel emphasised, clearly the intention of the parties that the guarantee should be as from the date of the agreement. Every circumstance suggested that this was so. They (the firm) had accepted credits from them (the Company) in respect of the shipments, after the date of the agreement and prior to the date of the guarantee. They had treated the actual carrying out of that guarantee, on both sides, as speaking in that regard from the date of the agreement. There was no doubt, he added, that the firm was responsible for the two lakhs less the specified deductions, that and no other, and the specified deductions meant such part as was appropriated from time to time, in accordance with the principal agreement, which meant deductions from shipments. There were no repayments from time to time, but there was one repayment. Legally, the fact that Arndt or anyone else ran away had nothing to do with them. They only legally looked to Arndt or his surety for the money. In conclusion, Mr. Sharp said that on the whole of the grounds he had put forward he submitted that the judgment of the Chief Justice in the Court below on the whole of the question of the construction of the guarantee was correct. That was to say, that the Chief Justice was right in rejecting defendant's contentions as to the proper construction of the agreement. In the course of his judgment his Lordship said:—"As I said from time to time, I am unable to agree with the construction put forward by the defendant. I cannot see that the firm's liability is restricted to any balance. The words 'such part thereof as may be appropriated' from time to time, clearly mean such part as has not been in the aggregate deducted in respect of different shipments delivered, and as to this I cannot see, as I have observed, that the liability of the firm is in any way restricted. Nor is it material." "I submit, my Lords," Mr. Sharp added, "that the principle there laid down by the Chief Justice is a good one. So much for the point of construction, and I ask your Lordships to confirm the judgment, as regards the amount and also the costs."

Mr. Potter addressed their Lordships as to the situation which arose as the result of Wong's cancellation of the contract with the Kwangtung Government. After the cancellation, he asked (1) was there any liability upon them (the Company) to endeavour to get another concession? and (2) after the cancellation what did they do? Instead of standing on their legal rights, the basis of the contract having gone, and saying that they wanted their money, they endeavoured, in every possible way, to save the man Marques. And was there any liability upon them to endeavour to obtain a further concession? He submitted it was clear law that there was no such liability. Mr. Pollock again addressed their Lordships, after which the hearing concluded, judgment being reserved.

The President expressed the appreciation of the Court at the way the records had been drawn up in the case. If they always had the records drawn up as in this case, he said, it would help the Court very much indeed.

SHIPPING NOTES.

In reply to an inquiry, the P. & O. Company stated that there was no foundation for the report that negotiations were in progress for an amalgamation with Messrs. Bullard, King & Co.'s direct line of steamers to Natal.

The Messageries Maritimes steamer *Amnion* which sustained a mishap to her tailshaft off the Kelantan coast a few weeks ago and was subsequently towed to Singapore for repairs, left the King's Dock on the 16th inst. and will resume her voyage.

The report for 1913 of the Austrian Lloyd Company, which propose to pay a dividend of 7½ per cent., compared with 7 per cent., states that the number of passengers carried and goods transported experienced a large increase, notwithstanding the prevalence of warlike conditions on important routes during the first half of the year. In the trade with India the import business, owing to the favourable harvests in former years, was not unfavourably influenced by the deficiency in the wheat harvest in 1913. The service to Japan, whose economic development suffered from the pressure of the political situation in China, also assumed a satisfactory course, while the Chinese service itself yielded approximately the same profits as in the preceding year.

As regards the telegram published yesterday announcing that the Conference had decided to continue the rate war against the Rickmers Line, the following note on the subject from a Home paper will be of interest:—"The rate war in the Far Eastern trade seems to get keener and keener, owing to the tactics of the Rickmers Line, of Hamburg. The policy of the Rickmers management appears to be to quote rates just below those of the Conference Lines, and the latter, as soon as they hear of the 'cuts,' reduce their rates accordingly. The position at Liverpool, where the Rickmers vessels mainly load salt, is believed to be well in hand, but the more intricate conditions at Antwerp and Hamburg have been causing a good deal of uneasiness. It is difficult to see exactly what results the fight will have, for the Rickmers Line is understood to have declined an offer to join the Conference, and at present all the companies, British and foreign, are carrying cargo at a loss."

For a long time there has been a close working arrangement between the Canadian Pacific Railway and the Allan Line—they occupy the same offices in Liverpool, there was a transfer of financial interests and an interchange of directors a few years ago, while one virtual department acts for both—but there are again, the London correspondent of the *Manchester Guardian* hears, persistent rumours that an absolute fusion is contemplated almost at once. So far as the Canadian Company is concerned, an interesting development took place recently when it began to carry the United States mails to the Philippines in compliance with the request of commercial organisations in both countries. Hitherto postal matter has been taken from San Francisco to Manila via Hongkong by the Pacific Mail and Toyo Kisen Kaisha steamers, which occupy about 27 days on the passage. It is, however, expected that the Canadian Pacific liner *Empress of Russia*, which began the service, will cover the journey in 17 days from Vancouver by way of Yokohama, Kobe, and Nagasaki.

NAVAL AND MILITARY.

Sanction has been given for the appointment of Major E. F. Calthrop, Royal Field Artillery, as Military Attaché at Tokyo and Korea, in succession to Major J. A. C. Somerville, and he will take up his duties on August 12th next. Major Calthrop joined the Royal Artillery in November, 1893. He is a graduate of the Staff College, and has held the appointment of General Staff Officer, third grade, at the War Office since February, 1911. He served in the South African War, including the operations for the Relief of Ladysmith (despatches).

Second Lieutenant J. H. L. Hindmarsh, 8th Rajputs, Hongkong, has been promoted lieutenant. As the 2nd Battalion Cornwall Light Infantry will not be relieved at Hongkong by a battalion from South Africa in the coming troping season, the move of the Cornwalls to Tientsin has been cancelled.

The 8th Rajputs, on returning home from Hongkong next relief season, will be stationed at Jubbulpore instead of at Secunderabad.

A commission as assistant paymaster, with the honorary rank of lieutenant, has been conferred on Staff Sergeant Major E. M. Foster, Army Pay Corps. The new officer, who has been employed at Hongkong for some time, was promoted to warrant rank four years ago, having previously served for nearly 25 years.

STRIKE ON THE YACHT "NIAGARA"

A dozen sailors and stokers on Mr. Lester's American yacht *Niagara*, while at Yokohama, went on strike on the evening of the 6th instant, as a protest against the Captain's refusal to increase their wages. Consequently, the vessel was obliged to postpone her departure. The disaffected crew are said to have laid their grievance before the U.S. Consul-General, who was trying to compromise the matter.

ADDITION TO N.Y.K. EUROPEAN FLEET.

LAUNCH OF THE "FUSHIMI MARU."

A large steamer has just been launched from the slips at Tategami of the Mitsui Bishi Dockyard and Engine Works at Nagasaki. Miss Suda, daughter of one of the directors of the Nippon Yusen Kaisha, for whom the ship is being built, performed the ceremony, the ship being named *Fushimi Maru*.

Governor Rinoie, Mayor Takasaki, the Foreign Consuls, officers from the American cruiser *Cincinnati*, and the merchant steamers in port were among the invited guests. As soon as the vessel entered the water, which she did most gracefully, luncheon was served to the guests in the drawing-loft of the Dockyard.

Mr. Shiota, General Manager, presided, and made a brief speech in which he thanked the guests for their attendance, particularly Mr. and Miss Suda, who came from Tokyo. He congratulated the Nippon Yusen Kaisha on their prosperity and expressed the hope that the new vessel would give satisfaction in service. Mr. Shiota concluded by proposing the toast of the Nippon Yusen Kaisha and calling for "Banzai."

Mr. Suda replied, saying that the vessels built at the Dockyard for the Kaisha had given satisfaction and had been extremely fortunate. He referred to the fact that the *Fushimi Maru* would call regularly at Nagasaki and solicited the good-will of the people of Nagasaki. Mr. Suda called for *banzai* for the Dockyard and Governor Rinoie, for the guests, thanked Mr. Shiota for the entertainment and then led *banzai* for the Dockyard and the Kaisha.

The new steamer is a sistership of the *Suwa Maru*, now completing at the Nagasaki Dockyard for sea, the only difference being that her tonnage is 11,800 gross register against 11,900. She has been built under the supervision of Lloyd's Register Surveyors and will be classed 100 A1. Her keel was laid down on May 19th, 1913, and she will be completed for sea on November 17th. Accommodation will be fitted for 375 passengers—121 first-class, 60 second-class, 12 special steerage, and 182 ordinary steerage. The engines are to be triple expansion and the contract speed is 14½ knots. The *Suwa Maru* and the *Fushimi Maru* represent the latest stage in the gradual increase in size of the Nippon Yusen Kaisha's steamers, being larger than any now employed by the Company. They are to be placed on the European service.

THE FORTIFICATION OF TSINGTAU ADVOCATED

In Germany, remarks a London contemporary, a lively controversy is proceeding as to the advisability or otherwise of fortifying Tsingtau. A vigorous advocate of the policy of fortification is General von Bernardi, the well-known military author, who goes so far as to say in an article in *Die Post* that Tsingtau is a place of such importance that Germany's position among the nations depends upon her possession of it. It is the only firm foothold of her foreign development, he says, and should be made into a strong naval base regardless of financial and other considerations. In fact, the General's great ambition apparently is to see Tsingtau become a kind of German Gibraltar in the East. Count Raventown, on the other hand, an experienced and able politician, writes to the Press against any such fortification in Kiaochow being thought of. Such a scheme, he estimates, would cost over £20,000,000, and the money might be better spent on the army and navy generally, than on any particular base. "The stronger we are in Europe, the stronger shall we become in Asia" is his view. The Socialist paper *Vorwärts* asks simply, "Of what use is Kiaochow to Germany at all?" As far as Germany's world-position goes this journal contends, contrary to the opinion expressed by General von Bernardi, that it stands for nothing—even less than nothing. This "place in the sun" in China has cost millions, the article goes on to say, and up to the present Germany has had nothing in return. Our London contemporary adds—"Whether all good Germans will agree with this view is a matter of some doubt, but we can imagine that the already heavily-burdened taxpayers have suffered a severe shock on finding the recent pleasing and gratifying statements as to the usefulness of Kiaochow so closely followed up by suggestions for the outlay of 20,000,000 on this 'foothold' in the Far East."

NEW CARGO SERVICE BY NIPPON YUSEN KAISHA.

FROM CHINA TO EUROPE.

The Nippon Yusen Kaisha has decided to inaugurate a new line between Hankow and Antwerp, Rotterdam, and Hull, and the *Tokushima Maru* will open the service in the early part of August.

The scheme, it is said, has long been contemplated by the Company, and in view of the approach of the season when large quantities of sesame, soya beans and other merchandise is shipped from the Yangtze Valley to Europe, the plans have been materialized.

Two vessels of 6,500 tons—the *Toku-shima Maru* and *Tottori Maru*—which were recently constructed at Russell's Shipbuilding Yard in England, will be employed on the service. As the line is for the transport of cargo, the schedule will be somewhat indefinite, and the ports of call will be subject to change.—*Japan Gazette*.

UNEMPLOYMENT IN THE F.M.S.

GOVERNMENT PROPOSALS TO MEET DIFFICULTY.

At the request of the Selangor miners, Mr. J. A. Russell and Mr. Choo Kia Peng called on the Resident the other day to discuss the unemployment of mining coolies and suggested that Government should prepare for the continuation or aggravation of the evil.

The Resident discussed the matter fully and said Government were already giving the matter attention. Should matters grow worse, they would undertake several large labour employing works.

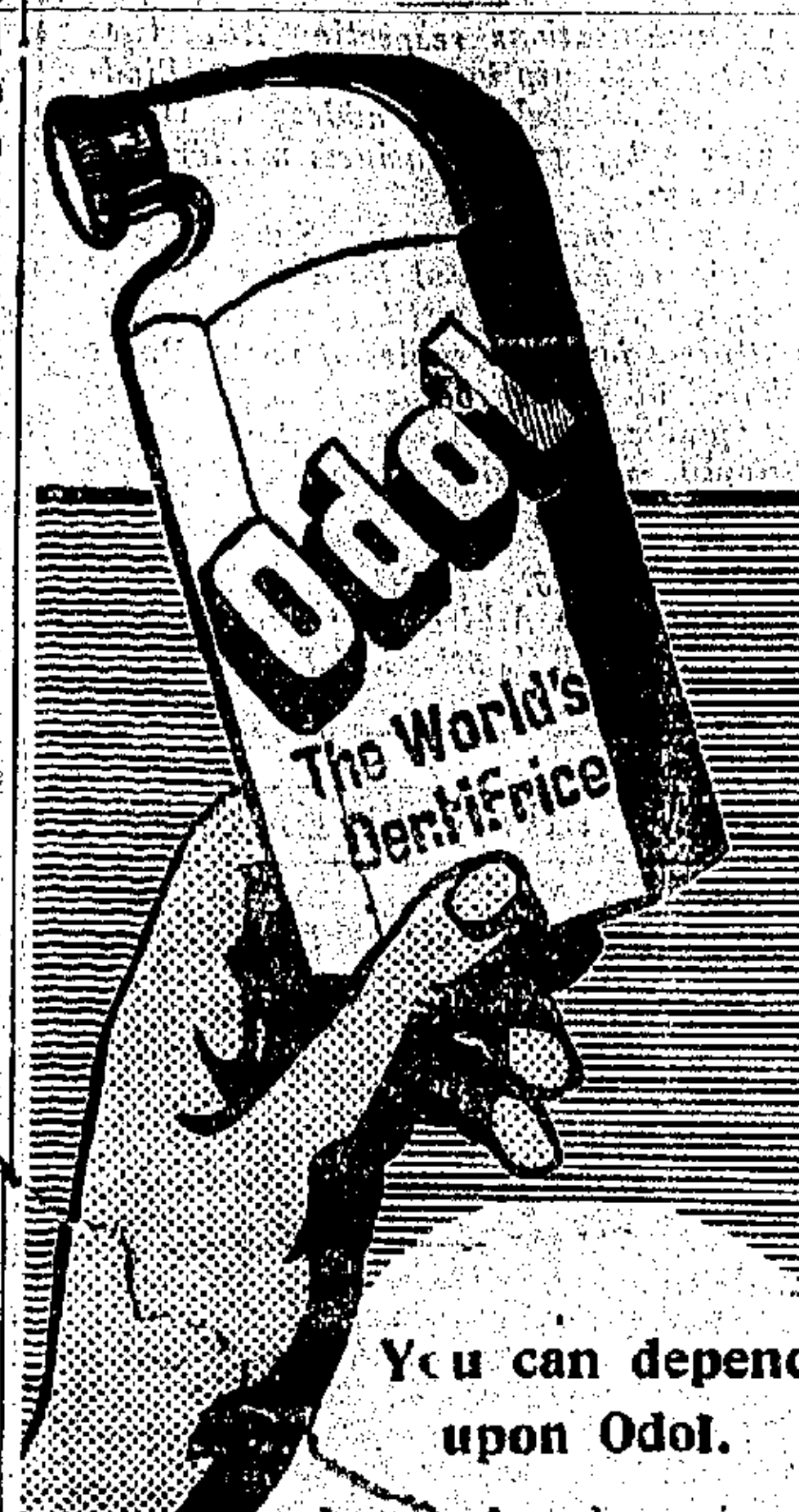
THE HONOUR OF LLOYDS.

From time to time within the last two or three years there has been a good deal of discussion as to whether Lloyds, the great underwriting combination, stands where it did. That there are men connected with the business who cherish all that is best in its traditions we do not doubt. Sir Edward Beauchamp, Chairman of Lloyds, when attending a conference of underwriters at Copenhagen some months ago made this positive declaration: "My underwriters would never think of disputing a claim on a mere technicality." If that were true, the honour of Lloyds would be safe enough from criticism, but, unfortunately, Sir Edward must have been unaware of a flagrant case in which one of his underwriters did precisely what he said none of them would think of doing. And that raises a question whether a name of world-wide reputation is not being used to cover the proceedings of men who are not quite worthy of it. We suspect indeed, that the society has become too big to keep a strict individual control over its members. The chairman does not know them—does not even know that they do things which his own high sense of honour would abhor. But take the particular cases. The Progresso Steamship Company of America lost a couple of ships which were insured with the St. Paul Fire and Marine Insurance Company and with Lloyds. A question arose as to whether the loss was a total loss within the meaning of the contract and long litigation ensued, the insureds meantime relying upon an understanding that Lloyds underwriter would accept the decision of the American Courts. Ultimately the American Court of Appeal found in favour of the owners and the St. Paul Company paid up. Then the owners applied to Lloyds' underwriters, and were met by a defence which included the statute of limitations. "My underwriters," the Chairman of Lloyds said, "would never think of disputing a claim on a mere technicality. There is no defence more purely technical than the statute of limitations, and my underwriters put it forward unblushingly and won, as they were bound to do. Mr. Justice Scrutton remarked when giving his decision that 'the defendant is not apparently quite happy in raising this point,' but raised it with disastrous results to the shipowners who had pinned their faith to Lloyds. One would have expected such a case to come at once under the notice of Sir Edward Beauchamp and the body over which he presides. But we are unable to gather, from articles published in *The Syren and Shipping*, that the great society which is said to be ready to insure anything takes the trouble to insure its own good name."

Publication of the Progresso Steamship Company's case brought to light another of more recent occurrence, which strange to say had like its predecessor escaped notice in the London Press. The Alaska Portland Packers' Association were the insured, and we need not go into the technicalities of the case. Suffice it to say that it was fought out on technicalities and that even the Stamp Act was invoked to bolster up the reluctance to pay. The technical defence succeeded, and we find, also, that the underwriters had duplicated their signatures on contract notes, and did not scorn to rely upon these and other sly ways of doing business as part defence in the action. *The Syren and Shipping* sums up its criticism of Lloyds in these terms: "Formerly an underwriter would rather have run the risk of being cheated with his eyes open than deprive an insured of the legal weapon wherewith alone he could maintain his claim, i.e., a policy, but nowadays the guiding principle would seem to be 'get out of your bargain if you can if it turns out against you, but if you can't possibly avoid it, then pay.' We should not be prepared to go so far as that. Lloyds would not continue to flourish if there were many black sheep in the fold—many, that is to say, to whom Sir Edward Beauchamp's proud boast cannot by any possibility apply. But a chain is judged by its weakest link, and if there are even one or two men in Lloyds who do not scorn to use the mere technicality as a defence, the chairman has no right to boast about the honour of his colleagues. It is rather a grave matter when the credit of a great institution such as Lloyds is called in question, and the duty of the committee to purge the society and to require definite adhesion to certain specified rules of conduct from all its members seems obvious. The supreme value of an insurance is security. An insurer would be in a sorry plight if he found it necessary, after insuring with Lloyds, to insure against Lloyds taking advantage of some technicality to escape the obligation for which a premium has been paid. There are frequent cases in which claims are quite legitimately contested. An insurance may be against total loss, and a question may arise as to whether total loss has occurred. There are some cases in which the honour of the insured persons may be open to question, and it is the duty of every society or company doing insurance business to take strong measures in the interests of public morality wherever such suspicion may arise, even though a certain amount of prejudice may result. The honour of Lloyds or of any other insurance body is safe enough as long as the claim of the assured is met promptly when there is no ground for suspecting that liability was improperly stretched. Technical pleas are obnoxious simply because the underwriter has far more chance of using them illegitimately than his clients, and they are particularly to be deprecated when they arise out of loose methods of doing business. There is, we suspect, a good deal of looseness in some of the underwriting systems, but Lloyds is big enough and strong enough to establish a reliable code of rules for the strict control of all its members.—*Strait Times*.

The protected cruiser *Terrible*, from which Capt. (now Admiral) Sir Percy Scott landed the guns which saved the situation at the siege of Ladysmith, and which came from South Africa Hongkong in 1900, is to be sold out of the navy.

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THE "EMPRESS" DISASTER.

EVIDENCE AT THE COURT OF INQUIRY.

The following reports are taken from Canadian papers:—

MONTREAL, June 16th.
The Quebec Royal Commission to inquire into the *Empress of Ireland* disaster opened this morning. The celerity of Lord Mersey's methods set the legal representatives gasping. He swept away all obstacles to an immediate commencement, and Mr. E. L. Newcombe, K.O., opened the proceedings with a long review of the circumstances of the disaster. The Canadian Pacific Company filed the presentation of their case and the *Storstad* owners made a verbal statement of their contentions; then Lord Mersey asked for witnesses and Captain Kendall was called. The proceedings were businesslike and lacking in dramatic moments in the main. Mr. Butler Aspinall, counsel for the Canadian Pacific, took Captain Kendall over the ground. The witness said that he passed through several light fog banks while proceeding down the river, always slowing down to half-speed. After dropping the pilot, one mile north of Father Point, he went full speed ahead in fine clear weather. Captain Kendall, First Officer Jones, Third Officer Moore, the two quartermasters, and one boy were on the bridge. He followed the usual course of outward-bound vessels.

He first sighted the *Storstad* six miles away three or four points on the *Empress of Ireland's* starboard bow. He intended to pass her on the starboard bow; there was no danger of collision then. He noticed fog coming off the south shore, and the *Storstad's* lights got misty. He stopped his ship and ran full speed astern in order to take the way off, blowing three short blasts.

Then he lost the *Storstad's* lights and blew another three short blasts. The last of the *Storstad's* lights he saw were two masthead lights and her green light one point on the starboard bow. The only thing which could have brought the *Storstad* into the *Empress of Ireland's* course would have been if she had ported her helm. Captain Kendall continued:—

COURSE OF THE TWO SHIPS.
"I heard a prolonged blast from the *Storstad*, meaning she was under way, four points on the starboard bow, which would have given safe passage. I blew two long blasts to let the *Storstad* know that I was stopping. I got one blast from her. Then I gave two more, but received no reply. I got three whistles. The third was about six points on my starboard bow. After blowing two blasts a second time and looking out where the sound came from, I sighted his forward masthead light and his green and red sidelights. He was about 100ft. away bearing at right angles to my course and going fast, as the foam at the ship's bow showed.

I saw that a collision was unavoidable. I megaphoned to the master of the *Storstad* to go full speed ahead and ordered my helm hard-a-port, the idea being to save a collision, if possible by bringing the vessels starboard to starboard and to minimize the deadliness of the blow. It took only a few seconds to carry out my orders.

CAPTAIN'S LAST ORDERS.
"Just before the collision the *Storstad* gave three short blasts, the third as the boats came together. The *Empress of Ireland* was hit in a line between the two funnels at a seven points angle right on the bulkhead, making the two bulkheads one. Just before I saw that a collision was inevitable I ordered the first officer to prepare the boats and told the *Storstad* through the megaphone to go full speed ahead. But the vessels separated because the *Storstad's* engine was working full speed astern. The moment the collier came out of the hole the *Empress of Ireland* heeled immediately to starboard. I ordered the bulkhead doors to be closed, ran along the boat deck on the starboard side and threw off the boat grips.

"When the *Empress of Ireland* heeled over I ordered full speed ahead and shouted to the engine-room to give her all that was possible as I was trying to beach the ship. I was told that the steam had gone. I could have beached her in a short time if the steam had held out. I then blew the siren and a signal to abandon the ship was posted up all over the ship. Then I ordered the wireless S.O.S. signal to be sent out and was informed that this had already been done.

"I saw three boats lowered. The boat deck was swarming with passengers. The *Empress* heeled over finally with a jerk and went right over on the starboard side, both funnels striking the water together. "I was thrown into the water. I grasped a grating and was saved by one of the *Empress* boats. I superintended the work of rescue, and with a boat full and people hanging on to ropes thrown from the side reached the *Storstad*.

"I went up on the bridge," continued the captain slowly. He paused; Mr. Aspinall said, "Wait a moment. I don't know whether the Court wants to hear the evidence which followed."

Captain Kendall: "I wish to give an account."
Lord Mersey: "That may be, but it may be irrelevant." The *Storstad* owners had no objection to Captain Kendall's making a statement, and he continued:—
"I went on the *Storstad's* bridge and said, 'Are you the captain?' He said, 'Yes.' I said, 'You sank my ship; you were going full speed ahead in that fog.' He said, 'No; you were going full speed ahead.' The pilot said that I had better go down below. I went below.

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[1049-2]

the *Empress* nearer to the *Storstad*. Replying to Lord Mersey, Captain Kendall stated that sheets of flame shot from the *Empress* when the *Storstad* struck her.

A long argument was addressed to the Court by Mr. Haigh, counsel for the owners, with the object of showing that the *Storstad* was going slow in the fog. Captain Kendall declared that the *Storstad* rebounded immediately on striking the *Empress*. Mr. Haigh declared that this was impossible with a ship weighing 18,000 tons going at 10 knots, but Captain Kendall persisted in his declaration. The reason he stopped his engines and went astern was because the vessel had probably gone a mile in the fog. He thought it safer to go astern. There had been a boat drill in port before the *Empress of Ireland* left Quebec. The firemen and stewards were trained in handling collapsible boats.

THE COLLIER'S CHIEF OFFICER.
Chief Officer Tuftones, of the *Storstad*, under examination testified that the *Empress of Ireland* blew a single blast before the fog enveloped her. He slowed the *Storstad's* engines and then blew a long blast. The *Storstad* stopped two minutes after slowing up. When next he saw the *Empress of Ireland* she was moving fast towards the *Storstad*. The *Storstad's* engines were immediately put full speed astern. The orders were given by the Captain of the *Storstad* and himself. After the collision he heard a hail from the *Empress*, "Don't go astern." The Captain replied, "I am going full speed ahead." He agreed with Captain Kendall regarding the relative positions of the vessels when they struck.

THE CASE FOR THE "STORSTAD."
QUEBEC, June 16th.
The written statement put in to-day by the owners of the *Storstad* was as follows:—
"The *Storstad* was running on time charter. She was on her way to Montreal with 10,000 tons of coal and was abreast of Metis Point at 1.30 a.m. Montreal time, 2.30 a.m. Sydney time. When abreast of Metis Point she was four miles off shore and her course was then laid west by a quarter south magnetic. The tide had been low water at 10 o'clock, and would have been high at 4 in the morning. By patent log we ran six knots and then ran west by a half south for five knots. Shortly after this the fog was taken in as not being necessary.

"The course was then changed to west by south and then the mast lights of the *Empress of Ireland* were seen on the port bow, she then being six or seven knot off. About six or seven minutes after seeing her masthead light we saw that her coloured light was green; then we saw a change in her course; her range lights came together and she showed red and green, then the green faded and the red remained. After from two to four minutes, fog shut her out, but the red was still showing. Then the *Empress of Ireland* blew a signal on one whistle. We noticed her in the fog about two minutes afterwards. The fog shut her out and we slowed down. The fog shut us in and we stopped. Then there was a second exchange of long blasts between the two ships and a little later we heard three whistles blown by the *Empress of Ireland*. To that we blew one long whistle in reply. Lord Mersey—Meaning what?
"We are under way, keeping our course." We were still heading west by

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|----------------|------------|----------------|-----------------|--------------|----------------|-----------------|-------------|-----------------|
| 9 July | 10 July | 12 July | 17 July | E. OF INDIA | 22 July | 27 July | 29 July | 31 July |
| 12 " | 13 " | 15 " | 20 " | KORSA | 25 " | 30 " | 31 " | 2 Aug. |
| 15 " | 16 " | 18 " | 23 " | CHITTO MARU | 28 " | 31 " | 1 Aug. | 5 Aug. |
| 18 " | 19 " | 21 " | 26 " | E. OF ASIA | 31 " | 3 " | 4 " | 8 " |
| 21 " | 22 " | 24 " | 29 " | CHINA | 3 " | 5 " | 6 " | 11 " |
| 24 " | 25 " | 27 " | 31 " | MANCHURIA | 6 " | 8 " | 9 " | 14 " |
| 27 " | 28 " | 30 " | 3 " | YAMATO MARU | 9 " | 11 " | 12 " | 17 " |
| 30 " | 31 " | 1 Aug. | 6 Aug. | NILE | 12 " | 14 " | 15 " | 20 " |
| 1 Aug. | 2 Aug. | 4 Aug. | 7 Aug. | E. OF RUSSIA | 15 " | 17 " | 18 " | 23 " |
| 4 Aug. | 5 Aug. | 7 Aug. | 10 Aug. | YAMATO MARU | 18 " | 20 " | 21 " | 26 " |
| 7 Aug. | 8 Aug. | 10 Aug. | 13 Aug. | MONTEAGLE | 21 " | 23 " | 24 " | 29 " |
| 10 Aug. | 11 Aug. | 13 Aug. | 16 Aug. | E. OF INDIA | 24 " | 26 " | 27 " | 31 " |
| 13 Aug. | 14 Aug. | 16 Aug. | 19 Aug. | YAMATO MARU | 27 " | 29 " | 30 " | 3 " |
| 16 Aug. | 17 Aug. | 19 Aug. | 22 Aug. | PERLA | 30 " | 1 Sept. | 1 " | 6 " |
| 19 Aug. | 20 Aug. | 22 Aug. | 25 Aug. | E. OF ASIA | 3 " | 5 " | 6 " | 11 " |
| 22 Aug. | 23 Aug. | 25 Aug. | 28 Aug. | KORSA | 6 " | 8 " | 9 " | 14 " |
| 25 Aug. | 26 Aug. | 28 Aug. | 31 Aug. | E. OF JAPAN | 9 " | 11 " | 12 " | 17 " |

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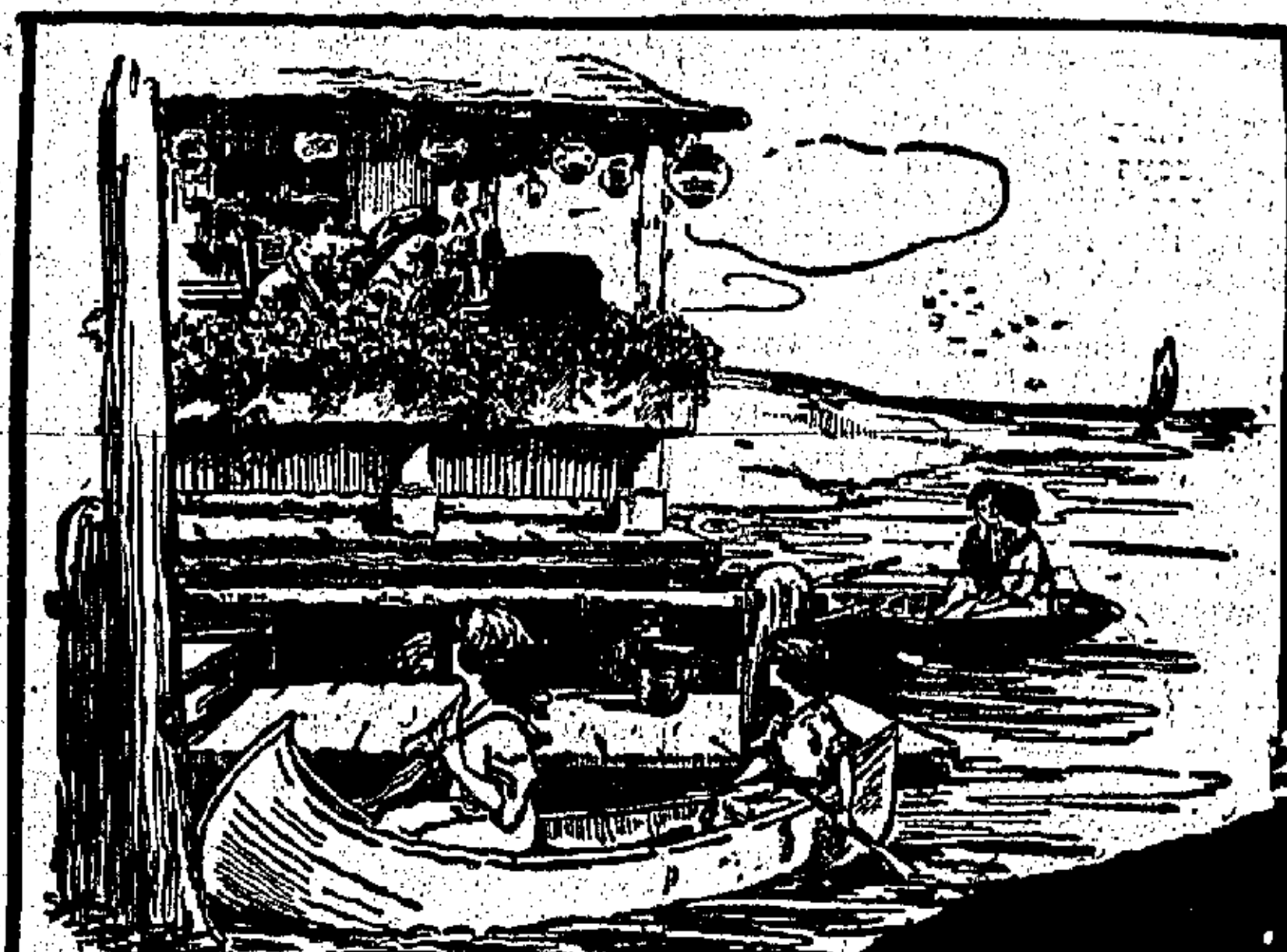
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south, when the whistles of the *Empress of Ireland* were heard again. The mate in charge of the *Storstad* put the wheel to port while the ship slowed up. The wheel was put hard to port, and when she did not answer it assistance was given by steaming up sufficiently. Two long blasts were given to indicate that the vessel had lost steering way, and about the same time the engine-room was ordered to go slow ahead so that the vessel should not become unmanageable.

The captain, who had gone below, was called up by the mate. He asked, "Can you see Father Point?" The mate said, "It has just been shut out by the fog." He made no mention of the *Empress of Ireland*. He called the captain because he had asked to be called if it got foggy.

THE COLLISION.
When the captain got on deck he saw the mast lights of the *Empress of Ireland*, three points to port and immediately ordered full steam astern. The vessels were then about 600ft. apart. A green light then appeared on the *Empress of Ireland*. Three minutes later the vessels

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Goods not cleared within 8 days including date of arrival will be subject to re-land. No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 9th July, 1914.

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Bills of Lading will be countersigned by the Consignees. Goods remaining unclaimed after 20th July, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 23rd July, or they will not be recognized. All damaged packages will be examined on the 18th July, at 10 A.M.
No Fire Insurance has been effected.

P. THOMAS, Agent.
Hongkong, 13th July, 1914.

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(Continued on page 6.)

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THE "EMPRESS" DISASTER.

(Continued from page 4.)

SHARP QUESTIONS.

QUEBEC, June 17th.

Before the Commission of Inquiry into the loss of the *Empress of Ireland*, Alfred Tuftenes, first officer of the *Storstad* (who was on the bridge of the *Storstad* at the time of the collision), said the *Storstad* had not changed her course after first sighting the *Empress*, as Captain Kendall said she must have done, but that the *Empress* was struck because she was crossing the *Storstad*'s bows.

Mr. Aspinall, counsel for the Canadian Pacific Company, asked the witness to draw a diagram of the position of the boats. The witness did so.

How often have you rehearsed this before? asked counsel sharply. The witness said he did not know.

Sir Adolphe Rouhier, one of the Commissioners, asked if the witness was under the conviction that he had the right of way. Mr. Tuftenes said he was.

Mr. Aspinall—What is in your mind now as to that?—I thought I was entitled to keep my course and speed.

Seriously, as a sailor is it your belief that you were entitled to do that in a fog?—Providing you do not go at full speed, but at a moderate speed.

But in the presence of danger does not the right-of-way disappear? asked Sir Adolphe Rouhier. Mr. Tuftenes said it did not.

The witness was then interrogated about his signal to the *Empress* that he was stopped, shortly after which he had ordered his ship to go slow ahead.

Lord Mersey—Why did you contradict yourself?—I thought it all right at the time.

Mr. Aspinall—But was it not deceiving?—At the time I did not think so.

DIDN'T CALL THE CAPTAIN.

Why didn't you call the captain when the fog first appeared?—Because I waited for a few minutes to see if it would lift again.

But your instructions were to call the captain directly fog appeared?—Yes.

How long after the fog came on did you call him?—About ten minutes.

Lord Mersey—But you saw it coming. That added several more minutes?—Yes.

Why did you not obey your instructions?—I did not think it necessary.

Your master did not get to the bridge until the damage was done. If you had obeyed your instructions he would have come up long before.

Mr. Aspinall referred to the witness' report that some of the *Empress* crew refused to return to the wreck.

The witness said he had heard from a rescued passenger that they were officers.

Lord Mersey—Where did you see him? (meaning the rescued passenger)—In the *Storstad*.

Have you ever seen him since?—I should not know him if I saw him.

Did you ask his name?—I did not.

Then that is all you know about it?—Yes.

CAPTAIN ANDERSEN QUESTIONED.

Captain Andersen, master of the *Storstad*, the next witness, estimated the speed of the *Empress* at eight or ten miles an hour, while his own was a couple of miles.

Lord Mersey—Can you swear positively that she was moving ahead?—Positively.

Mr. George Gibson, for the British Sailors and Firemen's Union, said he had no knowledge of the main Galway or his story.

Captain Kendall, of the *Empress*, was recalled by Lord Mersey. Answering Mr. Haigh's questions, Captain Kendall said he was on the bridge all the time from Father Point to Quebec on the west-bound trip except for five minutes. He did not miss a schooner by a bare ten feet. The wheel of the *Empress* was not put hard a-lee to avoid striking something. He had not never known her steer badly. He did not recall passing a report about the *Alden*. He had never received a report about the steering gear. The men on the bridge besides Galway were both drowned.

Lord Mersey said at the present time he attached no importance to the Galway story, but he wanted to get at the bottom of it. He called Captain Walsh, the Canadian Pacific marine superintendent.

Cross-examined by Mr. Haigh, Captain Walsh said it had been arranged to send Galway back to England in either the *Corican* or the *Albatross*, with the other men who were not required as witnesses.

Galway did not go, but came to him and explained that he had not got his laundry. He had then authorised the chief clerk to give Galway a letter to Captain Murray, of the *Montreal*, asking him to give him a position as supernumerary quartermaster on his east-bound trip.

Galway had complained about the *Empress* steering gear, which he said had jammed for five minutes after leaving Father Point on the west-bound voyage.

Witness had pointed out to Galway that that would be sufficient to send the ship ashore. He told the man that if he had ashore evidence to give to go to the Company's lawyers, and that in the meantime he would be kept by the Company.

Captain Walsh said he had heard that after the collision occurred Galway rushed to his room to get his lifeboat and not to the boats, as was his duty. He was the one man who failed.

Mr. Haigh said he was informed that Galway went to his room to awaken his companions.

Mr. Haigh then said he wanted to get a man named Fournier, who had shipped as a trimmer at Quebec under the name of Harry White. He had heard that the man had left the *Blanchard* Hotel at Quebec with a Canadian Pacific official.

Fournier was on deck when the boats collided and had said that the *Empress of Ireland* was travelling fast.

LORD MERSEY ANNOYED.

Lord Mersey—How long have you known this?—About a week.

Why did you not ask the captain about this? Do you think it was your duty to keep this information up your sleeve?—I conceived it my duty to ask the captain only about the speed of his vessel and not about a man who was not on the bridge but aft.

Lord Mersey was obviously annoyed, and said that, of course, he had no right to ask Mr. Haigh questions about matters, but it appeared that their two ideas of their duty to the court differed.

"Now let us hear from the gentleman of the Neptune Inn," said Lord Mersey. James Francis Galway was then called.

He said he came from Kensington, near Liverpool.

Asked by Lord Mersey if he had not finished his dinner, as he was masticating something very busily, Galway took a large piece of gum out of his mouth.

After this Galway seemed confused with the questions asked him about the action of the *Empress* on her helm.

Mr. Haigh acknowledged that the witness was telling the court something different from what he expected.

The witness explained how, when he put the helm to starboard, the ship went to port, and as this was just exactly what the ship should do, everybody laughed.

Lord Mersey—That is what I should have thought she would do.

The witness, collecting himself, said the ship sheered and went towards another vessel in the river. She went first to port and then to starboard. He had had other trouble with the wheel in the river on the night of the accident. Between ten and twelve o'clock it jammed for a few minutes.

Lord Mersey—Then it began to work again?—Yes.

He changed his mind again?—Yes.

The witness thought the wheel jammed for three minutes and asserted that he had reported the matter to Mr. Williams, the second officer on the bridge; who was lost in the wreck. He said there was other trouble on the last trip coming down the Liverpool river (i.e., the Mersey). He reported it to Mr. Williams.

Lord Mersey—That is the same man who is dead.

Cross-examined by Mr. Aspinall, leading counsel for the Canadian Pacific Company, the witness admitted that just as soon as he told his story of the bad steering gear to Captain Walsh and Mr. Holden, of the Company, they said he would have to stay in the country.

Adelard Bernier, the pilot, said the *Empress* did not swing about when she approached and passed the steamer *Alden*. Galway had never complained to him about the steering of the vessel, as he had said.

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| " " " " | "SCANDIA" | 14th Aug. |
| " " " " | "SIBERIA" | 23rd Aug. |
| " " " " | "ALTBURG" | 11th Sept. |
| " " " " | "ARABIA" | 18th Sept. |
| " " " " | "WUERTTEMBERG" | 9th Oct. |
| " " " " | " " " | 16th Oct. |
| VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.) | "ANDALUSIA" | 2nd Aug. |
| " " " " | "BELGRANIA" | 17th Sept. |
| " " " " | "BRASILIA" | 12th Oct. |

| | | |
|--|-------------------|------------|
| HAVRE, ROTTERDAM & HAMBURG | "EMDEN" | 17th July. |
| MARSEILLES, HAVRE, BREMEN & HAMBURG | "PREUSSEN" | 21st July. |
| HAVRE EMDEN & HAMBURG | "SILESIA" | 27th July. |
| MARSEILLES, HAMBURG & ANTWERP | "ROERDE" | 29th July. |
| HAVRE, BREMEN & HAMBURG | "MARKOMANNIA" | 7th Aug. |
| MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP | "O. J. D. AHLERS" | 22nd Aug. |
| HAVRE, EMDEN & HAMBURG | "SENEGAMBIA" | 25th Aug. |
| HAVRE, HAMBURG & ANTWERP | "DOERMUND" | 5th Sept. |
| GENOA, HAVRE & HAMBURG | "HOLSTEN" | 10th Sept. |
| HAMBURG & ANTWERP | "SCANDIA" | 12th Sept. |
| HAMBURG & HAMBURG | " " " | 21st Sept. |

For Further Particulars, apply to—
HONGKONG, 17th July, 1914. HAMBURG-AMERIKA LINIE, Hongkong Office.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

VIA KEELUNG, MOJI, or SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA and VICTORIA, B.C.

| Steamer | Captain | Leaving |
|---------------|-------------|--------------------------------|
| "CANADA MARU" | H. Yamamoto | WED. DAY, 22nd July, at 4 p.m. |
| "TACOMA MARU" | T. Hamada | THURSDAY, 6th Aug., at 4 p.m. |

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

| Steamer | Captain | Leaving |
|-------------|-----------|--------------------------|
| "INDO MARU" | K. Komiya | THURSDAY, 13th Aug. a.m. |

FOR FOOCHEW VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|--------------|-------------|------------------------------|
| "KAIJO MARU" | Y. Yamamoto | MONDAY, 20th July, at 2 p.m. |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---------------|--------------|------------------------------|
| "DAIGI MARU" | S. Tokushige | TUESDAY, 21st July, at Noon. |
| "DAIJIN MARU" | K. Murakami | SUNDAY, 26th July, at Noon. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|-------------|------------|---------------------------------|
| "SOSU MARU" | K. Hattori | WED. DAY, 22nd July, at 10 a.m. |

These Steamers of Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor No. 1, Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer | Steamers | Leave | Leave | Connecting Steamers | Due at | Due at |
|---------------------------|----------|----------|----------|---------------------------------------|------------------|-------------------------------|
| "ORIENTAL" leave YOKOHAMA | to | SHANGHAI | HONGKONG | from COLOMBO to MARSEILLES and LONDON | MARSEILLES | PLYMOUTH (London 1 day later) |
| July 9 | ASSAYE | July 14 | July 18 | MEDINA | Saturday Aug. 15 | Friday Aug. 21 |
| July 23 | DEVANHA | July 28 | Aug. 1 | MONGOLIA | Aug. 29 | Sept. 4 |
| Aug. 6 | DELTA | Aug. 11 | Aug. 15 | EGYPT | Sept. 12 | Sept. 18 |
| Aug. 20 | HIMALAYA | Aug. 25 | Aug. 29 | MAIWA | Sept. 26 | Oct. 2 |
| Sept. 3 | ARCADIA | Sept. 8 | Sept. 12 | MOREA | Oct. 10 | Oct. 16 |
| Sept. 17 | ASSAYE | Sept. 22 | Sept. 26 | MALOJA | Oct. 23 | Oct. 29 |
| Oct. 1 | DEVANHA | Oct. 6 | Oct. 10 | MOOLTAN | Nov. 6 | Nov. 12 |

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

| The Fares to London and Marseilles are as follows:— | LONDON | MARSEILLES |
|---|--------|------------|
| 1st Saloon "A" Accommodation Single | £65. | £61. |
| " " " " " " | £59. | £55. |
| 2nd Saloon "A" " " " " | £44. | £40. |
| " " " " " " | £40. | £36. |
| 1st Saloon "B" Accommodation Single | £51. | £47. |
| " " " " " " | £45. | £41. |
| 2nd Saloon "A" " " " " | £42. | £38. |
| " " " " " " | £38. | £34. |

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave YHAMA | Leave SHANGHAI | Leave H'KONG | Leave SINGAPORE | Leave MARSEILLES | Leave LONDON |
|----------|-------------|----------------|--------------|-----------------|------------------|--------------|
| | about | about | about | about | about | about |
| NAGOYA | July 7 | July 16 | July 22 | July 28 | Aug. 25 | Sept. 6 |
| SYRIA | July 21 | July 30 | Aug. 5 | Aug. 11 | Sept. 9 | Sept. 20 |
| NILE | Aug. 4 | Aug. 13 | Aug. 19 | Aug. 25 | Sept. 23 | Oct. 3 |
| MAIWA | Aug. 18 | Aug. 27 | Sept. 2 | Sept. 8 | Oct. 7 | Oct. 18 |
| SARDINIA | Sept. 1 | Sept. 10 | Sept. 16 | Sept. 22 | Oct. 21 | Nov. 1 |
| NUBIA | Sept. 15 | Sept. 24 | Sept. 30 | Oct. 6 | Nov. 4 | Nov. 15 |
| NAMUR | Sept. 29 | Oct. 8 | Oct. 14 | Oct. 20 | Nov. 18 | Nov. 29 |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON: 1st Saloon £50 Single, £25 Return. 2nd Saloon £35 Single, £20 Return.

FARES TO MARSEILLES: 1st Saloon £24 Single, £12 Return. 2nd Saloon £18 Single, £9 Return. All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%. For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATE |
|---|--------------------------------|--------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | YO MARU Capt. Hirase | 12,000 | WEDNESDAY, 26th July, at 10 a.m. |
| VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA | HIRANO MARU Capt. Fiaser | 16,000 | WEDNESDAY, 12th Aug., at 10 a.m. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | TAMBA MARU Capt. Teraoka | 12,500 | THURSDAY, 28th July, at 4 p.m. |
| CALCUTTA via SINGAPORE, PENANG and BANGGON | AKI MARU Capt. Noma | 12,500 | THURSDAY, 13th Aug., at 4 p.m. |
| BOMBAY via SINGAPORE, PENANG and COLOMBO | NIKKO MARU Capt. K. Takeda | 9,600 | WEDNESDAY, 29th July, at Noon. |
| SHANGHAI, KOBE and YOKOHAMA | KUMANO MARU Capt. K. Soyeda | 9,300 | WEDNESDAY, 26th Aug., at Noon. |
| MOJI and KOBE | TOSA MARU Capt. Yoshikawa | 12,500 | SATURDAY, 25th July. |
| NAGASAKI, KOBE and YOKOHAMA | PENANG MARU Capt. Murazumi | 12,000 | MONDAY, 20th July. |
| KOBE and YOKOHAMA | CEYLON MARU Capt. Nagachi | 12,500 | FRIDAY, 17th July. |
| | COLOMBO MARU Capt. Sakamoto | 5,900 | WEDNESDAY, 22nd July. |
| | KUMANO MARU Capt. Soyeda | 16,000 | TUESDAY, 28th July, at 6 p.m. |
| | KAMO MARU Capt. Shimizu | 20,000 | WEDNESDAY, 29th July, at 11 a.m. |

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months Commencing from 1st June, ending 30th September, 1913.

| | YOKOHAMA | KOBE | MOJI | NAGASAKI |
|-----------|----------|-------|-------|----------|
| 1st Class | \$135 | \$122 | \$108 | \$95 |
| 2nd " | \$81 | \$75 | \$65 | \$57 |

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER
TELEPHONE Nos. 292 and 1241

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|--|---------|---|-------------|
| DIRECTORY AND CHRONICLE OF THE FAR EAST | \$10.00 | MISSIONARY DIRECTORY, on paper | 00.00 |
| Do. Smaller Edition | 6.00 | MISSIONARY DIRECTORY, on cloth | 1.00 |
| CHILDREN OF FAR CATAEY, a Social and Political Novel, by C. J. Halcombe | 5.50 | DOG AND GUN in New Territory | 1.00 |
| THE SUBJULEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891 | 1.00 | FROM HONGKONG TO CANTON, BY THE PEARL RIVER, a Book for the Globetrotter, by Capt. C. V. LLOYD with Maps and Illus. | 1.75 |
| THE HONGKONG TYPHOON, Sept. 18th, 1896, Illustrated Account | 0.50 | HONGKONG WEEKLY PRESS, half-yearly vol., bound | 7.50 |
| TEMPORARY MINING REGULATIONS IN CHINA | 0.50 | SIXTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1923 | 1.00 |
| REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA | 0.50 | RATES OF EXCHANGE AT HONG KONG, English Mail days 1874- | |
| HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually | 5.00 | BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1898 | 1.00 |
| MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady-yuan Relief Column | 1.00 | CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe | 2.00 |
| WALLIE'S EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh | 1.00 | PLAN OF THE WEST RIVER | 1.00 |
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| | | " " PEAK | 0.75 |
| | | " " NEW TERR. | 0.75 |
| | | POWER OF ATTORNEY | 0.25 |
| | | MAIL TABLES for 191 | 0.20 & 0.25 |

